Fig.1

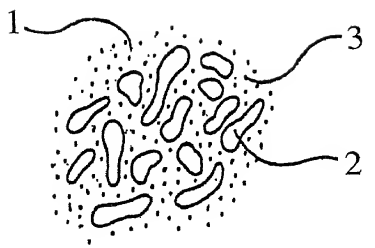


Fig.2

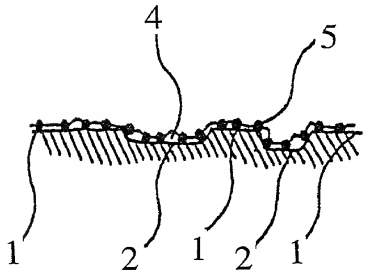


Fig.4

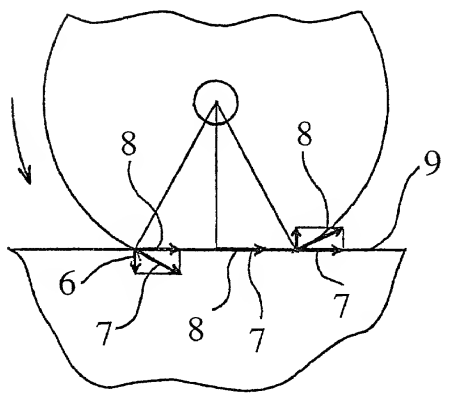


Fig.3

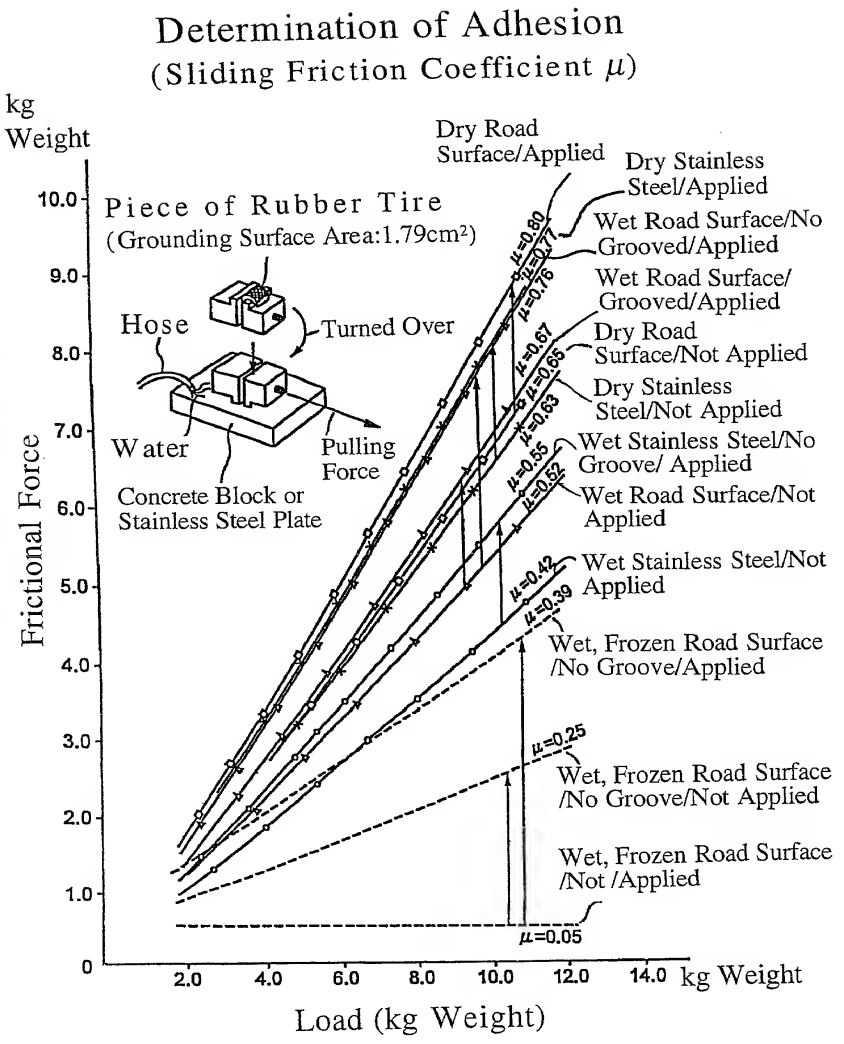
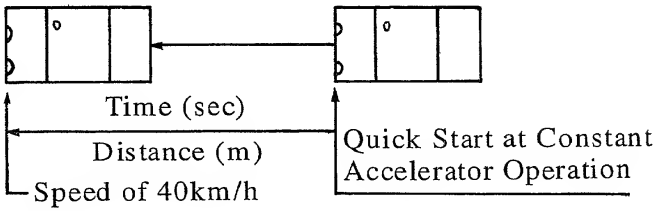

Determination of Adhesion
(Sliding Friction Coefficient μ)
kg
Weight
Frictional Force
Piece of Rubber Tire
(Grounding Surface Area:1.79cm²)
Hose
Turned Over
Water
Pulling
Force
Concrete Block or
Stainless Steel Plate
Dry Road
Surface/Applied
Dry Stainless
Steel/Applied
Wet Road Surface/No
Grooved/Applied
Wet Road Surface/
Grooved/Applied
Dry Road
Surface/Not Applied
Dry Stainless
Steel/Not Applied
Wet Stainless Steel/No
Groove/ Applied
Wet Road Surface/Not
Applied
Wet Stainless Steel/Not
Applied
Wet, Frozen Road Surface
/No Groove/Applied
Wet, Frozen Road Surface
/No Groove/Not Applied
Wet, Frozen Road Surface
/Not /Applied
μ=0.80
μ=0.77
μ=0.76
μ=0.67
μ=0.65
μ=0.63
μ=0.55
μ=0.52
μ=0.42
μ=0.39
μ=0.25
μ=0.05
10.0
9.0
8.0
7.0
6.0
5.0
4.0
3.0
2.0
1.0
0
2.0
4.0
6.0
8.0
10.0
12.0
14.0
kg Weight
Load (kg Weight)

Fig.5

ACTUAL DRIVING TEST A

Date of Test · July 10, 2000
Place of Test · Plaza in Chiba City
Road Surface State· Dry Road Surface Paved with Concrete
Driver · A

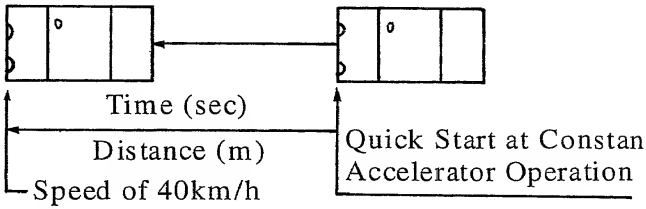


Type of Test Car	NISSAN MARCH (E-K11)		
Engine Swept Volume	1000CC		
Production Year	1998		
Setting	Automatically Air Condi-tioned at Maximum Level Car Audio System Turned on Ordinry Grounding Surface Area of Tires Fuel Consumption~10km/ℓ Driving Range of Automatic Gear Shifting		
Application	Not Applied	Applied	Times
Time(sec)	7.0	5.5	1.21
Distance(m)	39.9	46.2	1.16
Driver's Comment	Wheel Slipping did not Occur After Applicattion		

Fig.6

ACTUAL DRIVING TEST A

Date of Test · July 10, 2000
Place of Test · Plaza in Chiba City
Road Surface State· Dry Road Surface Paved with Concrete
Driver · A

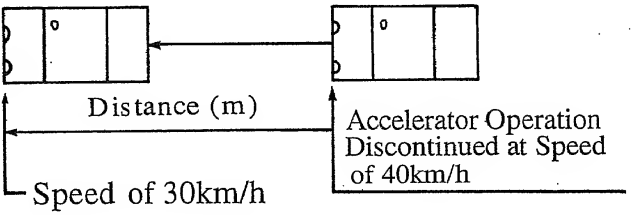


Type of Test Car	NISSAN PRIMERA (E-P11)		
Engine Swept Volume	1800cc		
Production Year	1997		
Setting	Automatically Air Conditioned at Maximum Level Car Audio System Turned on Ordinry Grounding Surface Area of Tires Fuel Consumption~10km/ℓ Driving Range of Automatic Gear Shifting		
Application	Not Applied	Applied	Times
Time(sec)	5.0	4.0	1.20
Distance(m)	30.8	34.3	1.11
Driver's Comment	Wheel Slipping did not Occur After Applicattion		

Fig.7

ACTUAL DRIVING TEST B

Date of Test · July 10, 2000
Place of Test · Plaza in Chiba City
Road Surface State· Dry Road Surface Paved with Concrete
Driver · A

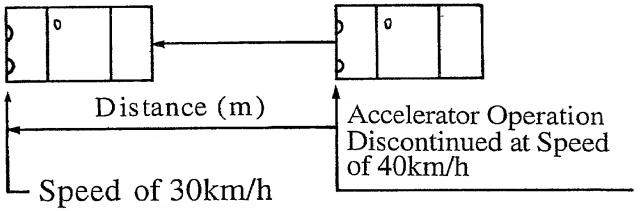


Type of Test Car	NISSAN MARCH (E-K11)		
Engine Swept Volume	1000CC		
Production Year	1998		
Setting	Automatically Air Conditioned at Maximum Level Car Audio System Turned on Ordinry Grounding Surface Area of Tires Fuel Consumption~10km/ℓ Driving Range of Automatic Gear Shifting		
Application	Not Applied	Applied	Times
Distance(m)	104.3	119.7	1.15
Driver's Comment	Wheel Slipping did not Occur After Applicattion		

Fig.8

ACTUAL DRIVING TEST B

Date of Test · July 10, 2000
Place of Test · Plaza in Chiba City
Road Surface State· Dry Road Surface Paved with Concrete
Driver · A



Type of Test Car	NISSAN PRIMERA (E-P11)		
Engine Swept Volume	1800cc		
Production Year	1997		
Setting	Automatically Air Conditioned at Maximum Level Car Audio System Turned on Large Grunding Surface Area of Tires Fuel Consumption~9km/ℓ Driving Range of Automatic Gear Shifting		
Application	Not Applied	Applied	Times
Time(sec)	139.3	170.8	1.23
Driver's Comment	Acceleration Improved After Application Wheel Slipping did not Occur After Applicattion		